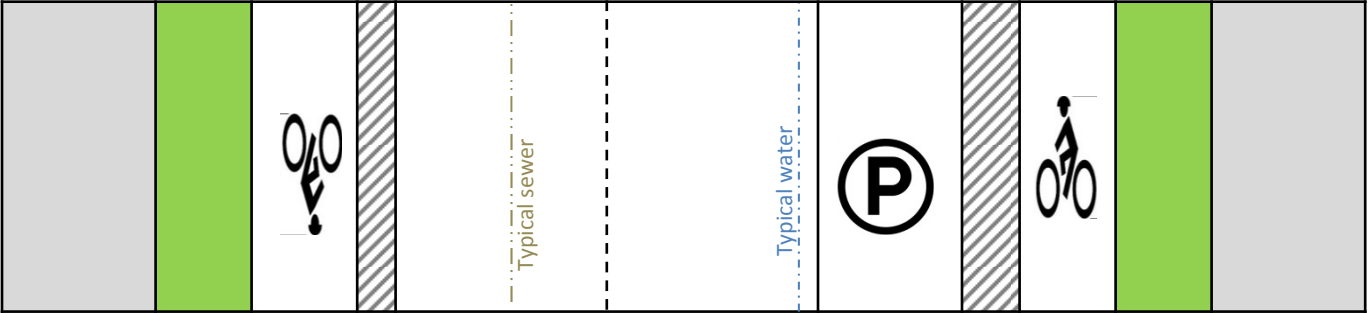


APPENDIX 2 – Sections for Existing Type I Streets

Type 1 Typical Cross Section & Plan View

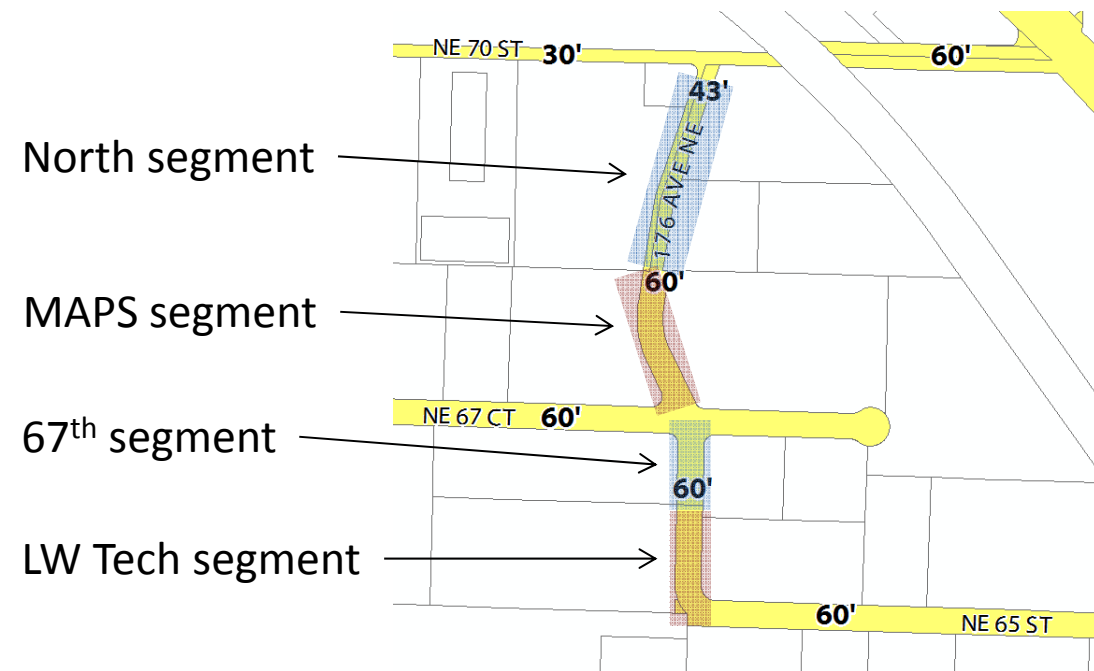
Behind curb		Curb-to-curb infrastructure				Behind curb	
Sidewalk	Land-scaping strip + Filterra	Cycletrack (5.5' cycling area + 2' physical separation from GP lane)	2 11-foot GP lanes	Parking	Cycletrack (5' cycling area + 3' physical separation from parking)	Land-scaping strip + Filterra	Sidewalk
8	5	7.5	22	7.5	8	5	8
Total surface cross section: 71 ft (ROW + easement)							



Notes

- Based on collector arterial standard, found in [RZC Appendix 2](#)
- The only typical block is the one starting at the station and going south to NE 67th St.
- Other blocks won't be typical because we will be retrofitting existing streets
- Assumes Filterra or similar technology for stormwater management
- Uses in-street cycletracks for most bicycle facilities
- Saves existing trees where present, leading to wide landscaping strips in most segments.
- Widens most existing sidewalks to 8-foot standard

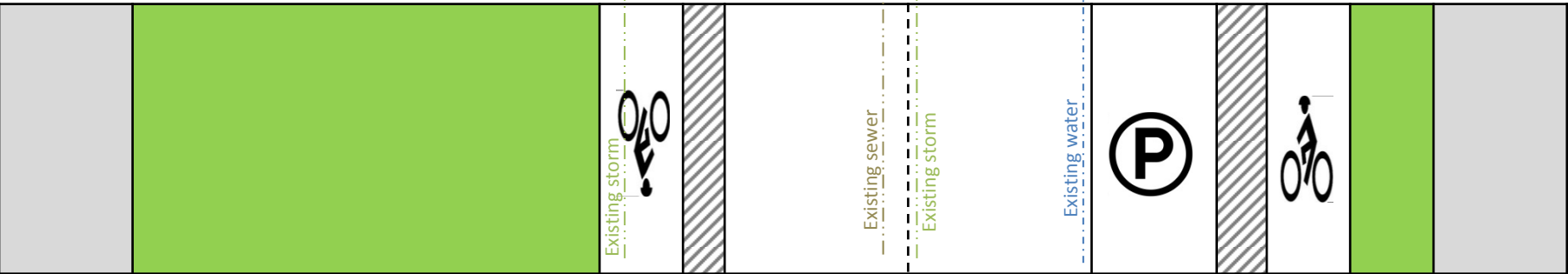
176th segments for retrofitting



176th – segment cross sections and plan views

North segment (west on left)

New sidewalk built behind existing landscaping		← Existing curb (no curb on other side)			New curb →	New amenities	
Sidewalk	Existing landscaping strip + Filterra	Cycletrack (5.5' cycling area + 2' physical separation from GP lane)	GP lanes	Parking	Cycletrack (5' cycling area + 3' physical separation from GP lane)	Land-scaping strip (Filterra)	Sidewalk (with infiltration?)
8	28	7.5	22	7.5	8	5	8
		Existing ROW: 45 ft					
Total surface cross section: 94 ft							

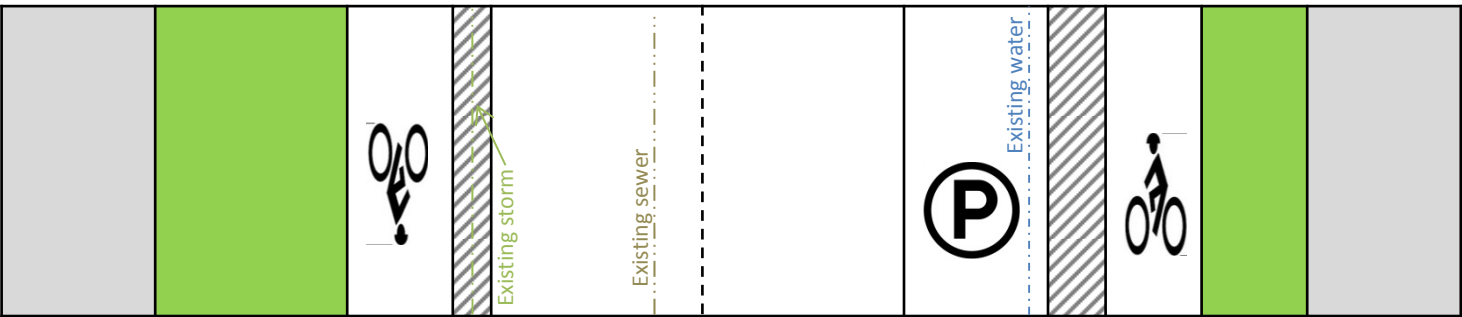


Comments

- Curb exists only on west side
- Wide existing landscape strip on west side remains

MAPS segment (west on left)

Widened sidewalk behind existing landscaping		Within existing curbs				New – behind curb		
Widened sidewalk	Landscape buffer (add Filterra)	Cycletrack (5.5' cycling area + 2' physical separation from GP lane)	GP lanes	Parking	Cycletrack (5' cycling area + 3' physical separation from GP lane)	Land-scaping strip (Filterra)	Sidewalk (with infiltration?)	
8	10	7.5	21.5	7.5	8	5	8	
		Existing ROW: 60 ft						
Total surface cross section: 75.5 ft								



Comments

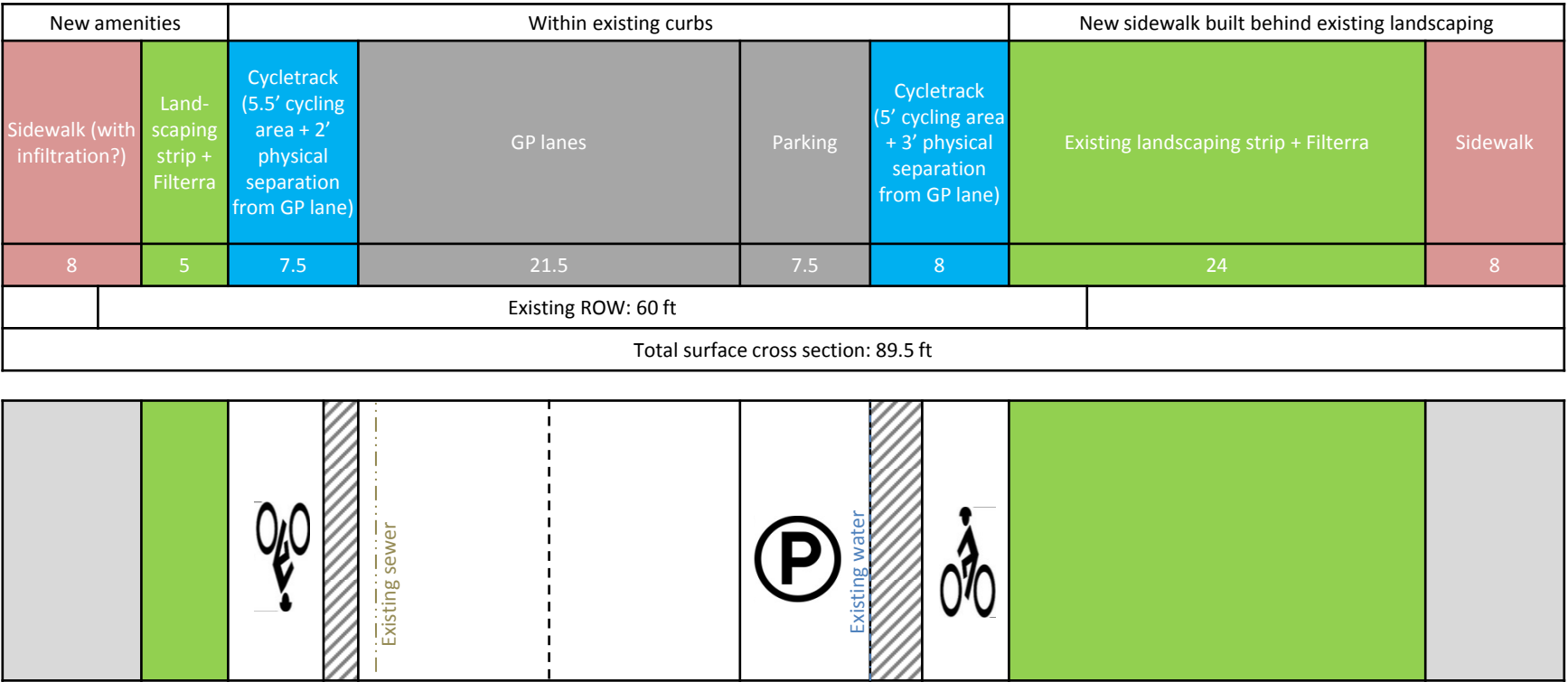
- Sidewalk on west side widened from 4 to 8 ft

176th – segment cross sections and plan views

67th segment (west on left)

Comments

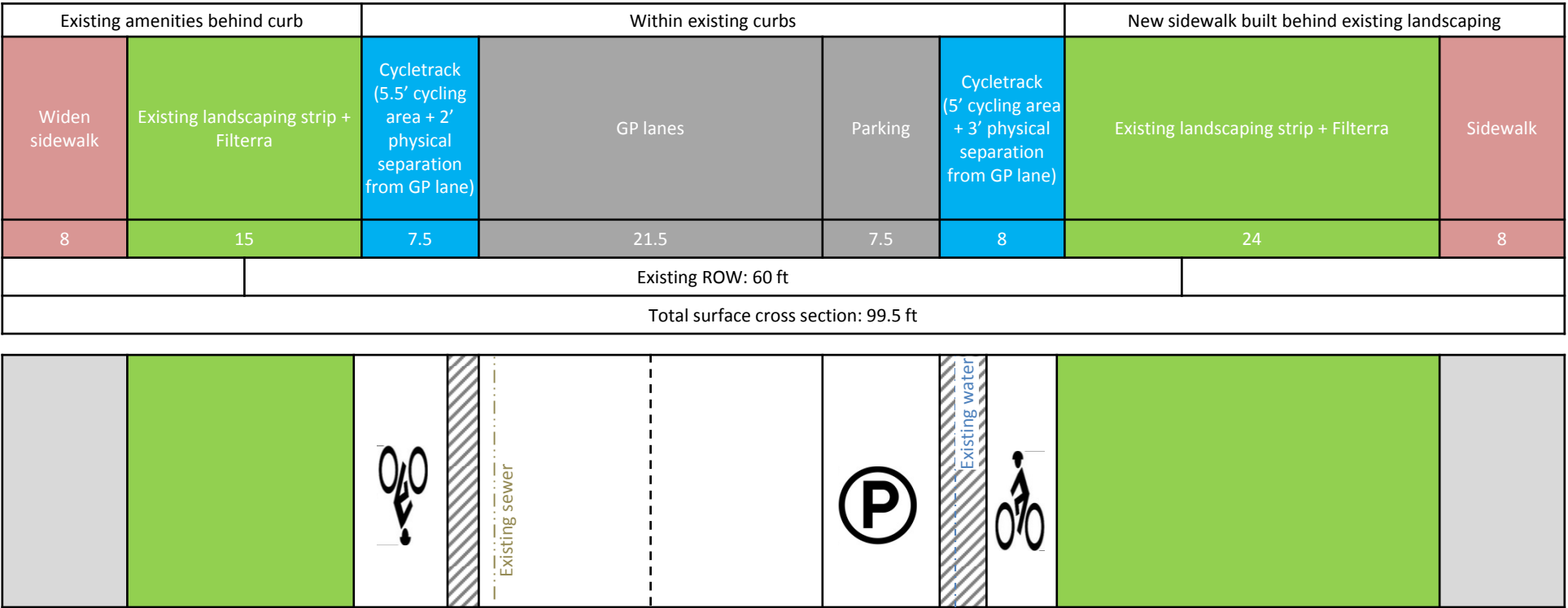
- Wide existing landscape strip on east side remains



LW Tech segment (west on left)

Comments

- Sidewalk on west side widened from 6.5 to 8 ft
- Wide existing landscape strips remain on both sides



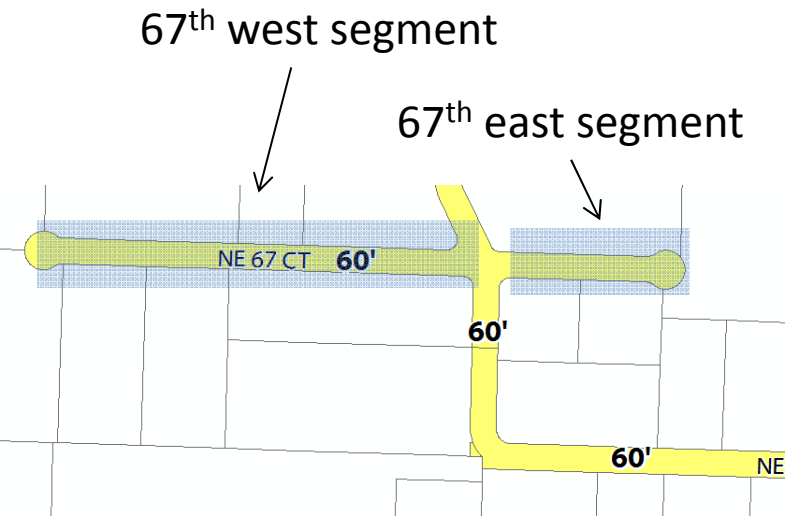
67th – segment cross sections and plan views

West segment (north of left)

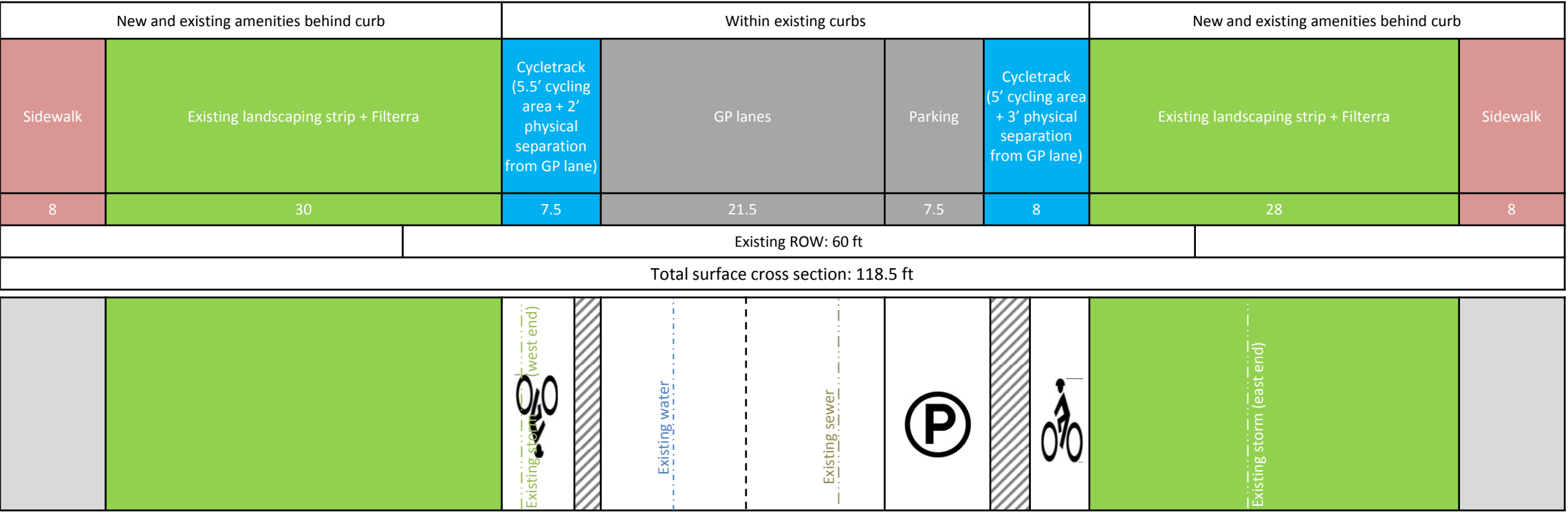


Comments

- Widen sidewalk on north side from 5.5 to 8 ft
- Wide existing landscape strip on south side remains



East segment (north on left)

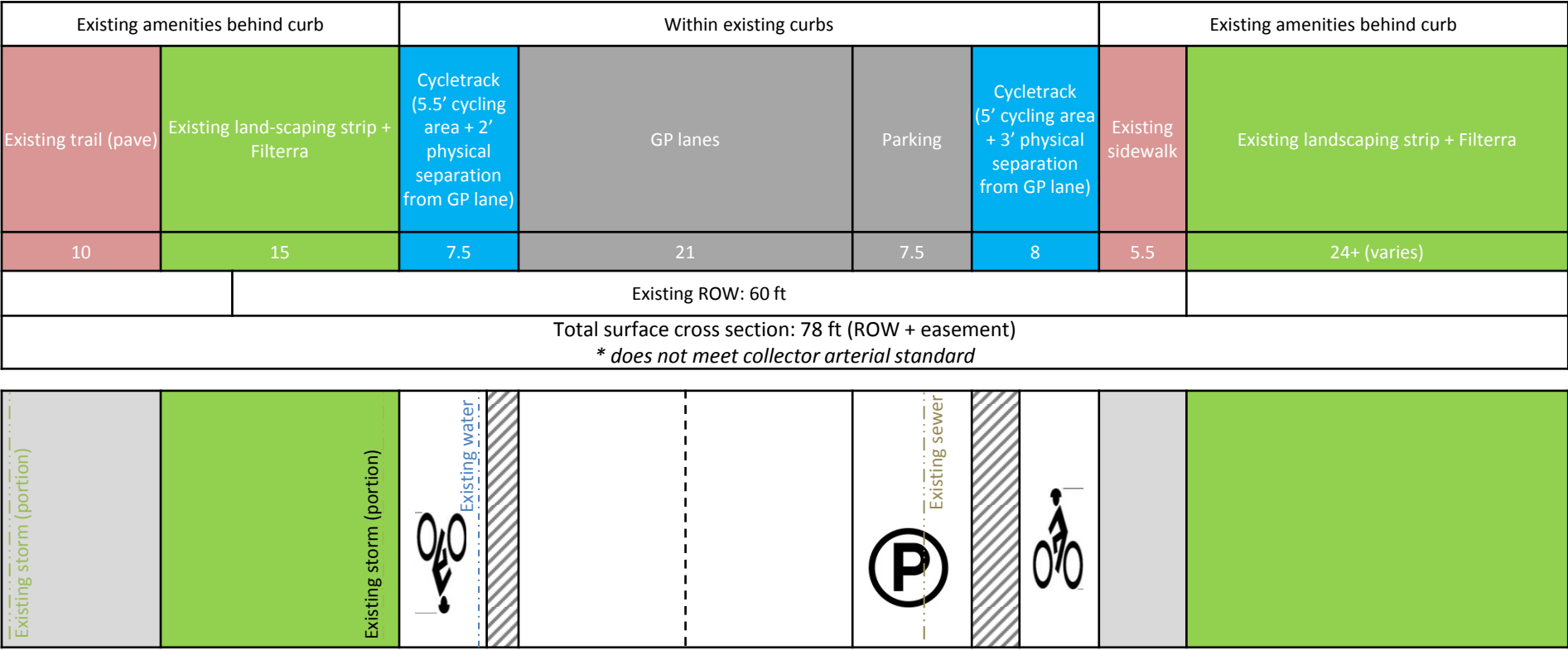


Comments

- Wide existing landscape strips on both sides remains

65th cross section and plan view

65th (north on left)

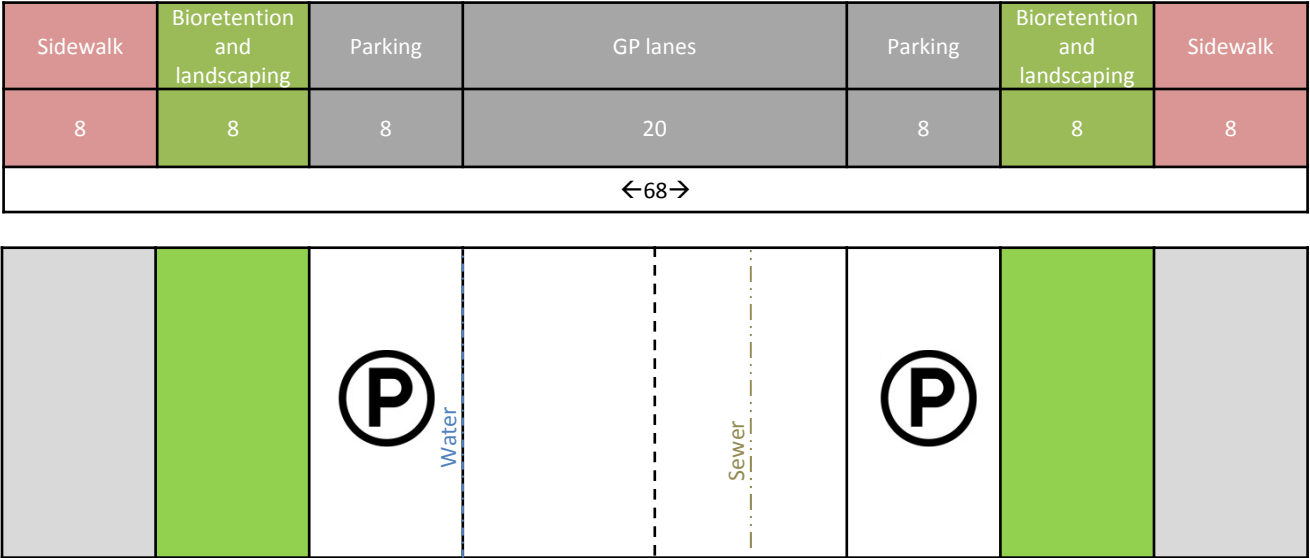


Comments

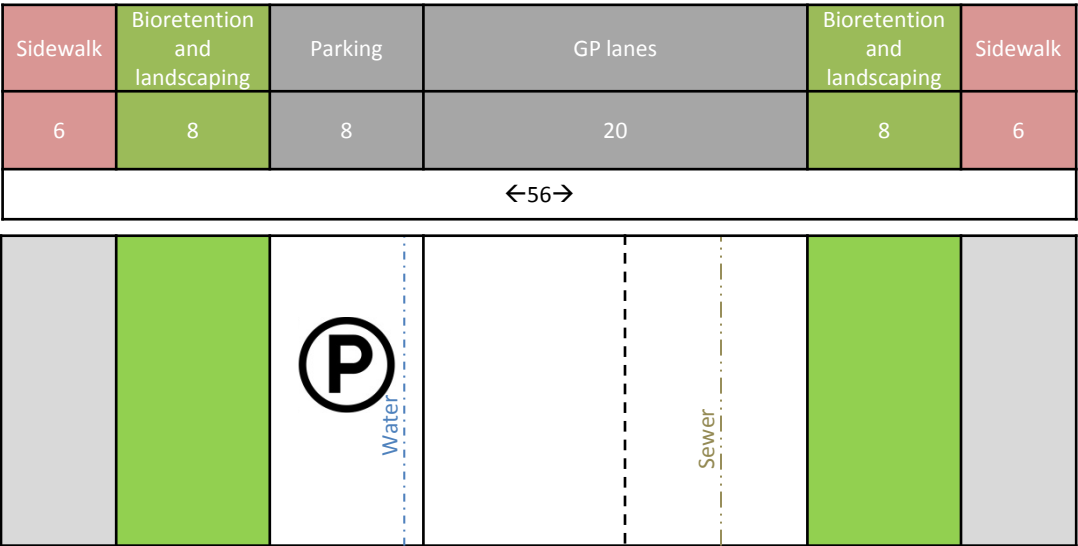
- Retain cross section on north side
- Pave trail on north side
- Retain sidewalk on south side
- Retain landscaping on south side for trees (may not need all 24+ feet)

Type 2

Connector street: parking both sides
(north and east on left)



Local street: parking one side
(north and east on left)



Comments

- Based on “connector” and “local” street standards for in RZC Appendix 2
- For 5% design assume parking on both sides for all Type 2 segments
- Water/sewer shown in typical locations for streets 34’ wide or greater
 - Water – 10’ north and east of centerline. If narrower than 34’, place water 7’ from curbs.
 - Sewer – 5’ south and west of centerline. In curved streets, sewer shall be within 10’ of centerline and no closer than 7’ from curbs.

Type 3

Shared street with bioretention



Comments

- Primarily for local access; multifunction alleys
- Not intended for through traffic
- Loading/unloading allowed only if not needed as emergency vehicle access
- Private with nonmotorized access and utility easements
- Width reduced from 50’ to 32’
- Stormwater management via bioretention
- Street elements should be moved around based on a site-specific analysis to create the envisioned shared space environment.
- In doing so, must maintain continuous 20’ driveable surface and 4’ ADA pedestrian realm
- Infrastructure plan should include a typical block in plan view with narrative to communicate intent.
- Want to avoid three linear strips of space (car, bioretention, ped)